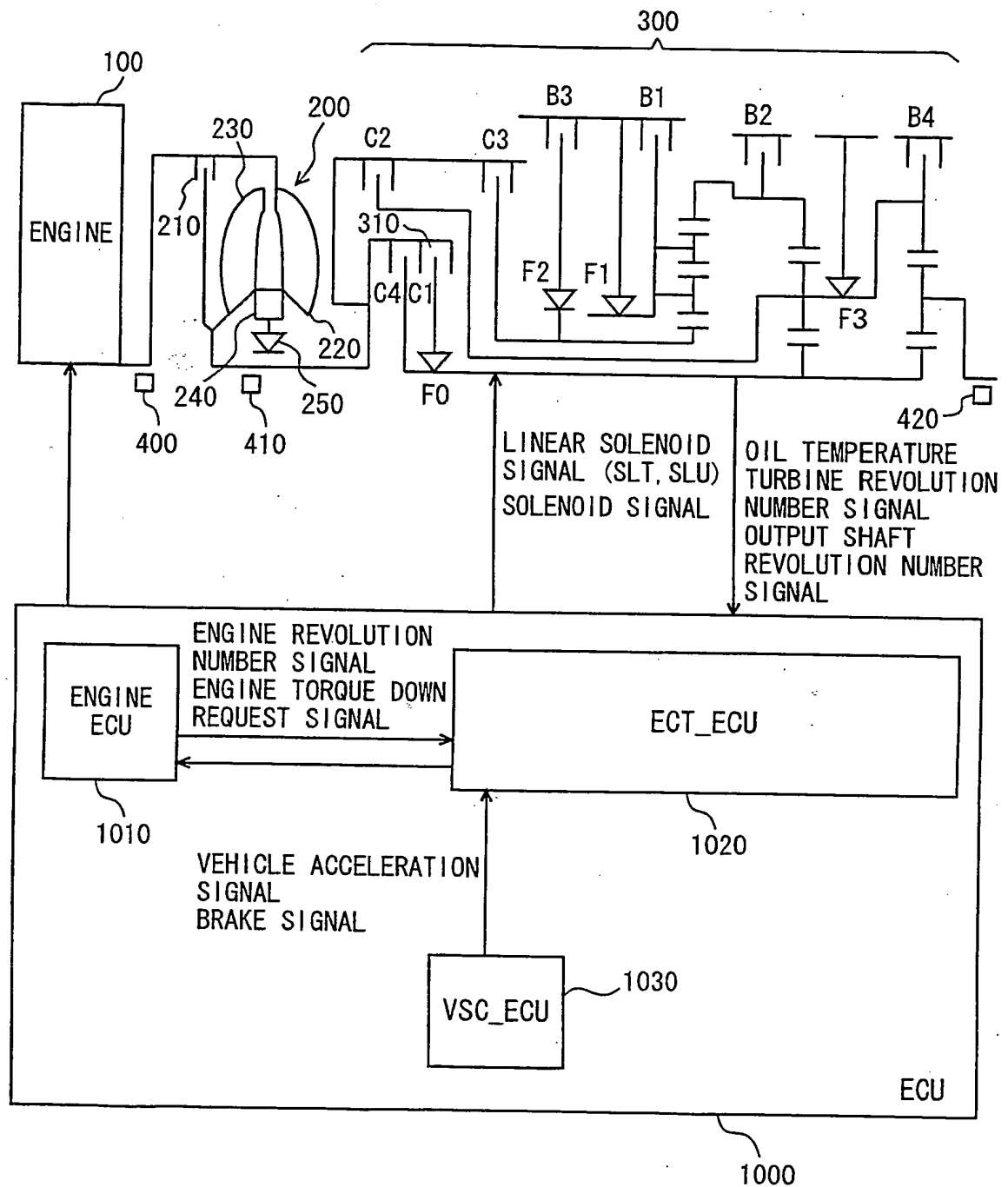


FIG. 1



F I G. 2

| | | C1 | C2 | C3 | C4 | B1 | B2 | B3 | B4 | F0 | F1 | F2 | F3 |
|---|-----|----|----|----|----|----|----|----|----|----|----|----|----|
| | P | | | | | | | | | | | | |
| | R | | | ○ | | ⊙ | | | ○ | | ○ | | |
| ↑ | N | | | | | | | | | | | | |
| D | 1st | ○ | | | ⊙ | | | | ⊙ | ○ | | | ○ |
| | 2nd | ○ | | | ⊙ | | ⊙ | ○ | | ○ | ○ | ○ | |
| | 3rd | ○ | | ○ | ⊙ | ⊙ | | △ | | ○ | ○ | | |
| | 4th | ○ | ○ | △ | ⊙ | | | △ | | ○ | | | |
| | 5th | △ | ○ | ○ | | ○ | | △ | | | | | |
| | 6th | △ | ○ | | | △ | ○ | △ | | | | | |

○ ENGAGED

⊙ ENGAGED WHEN ENGINE BRAKE IS APPLIED

△ ENGAGED BUT IRRELEVANT TO POWER TRANSMISSION

FIG. 3

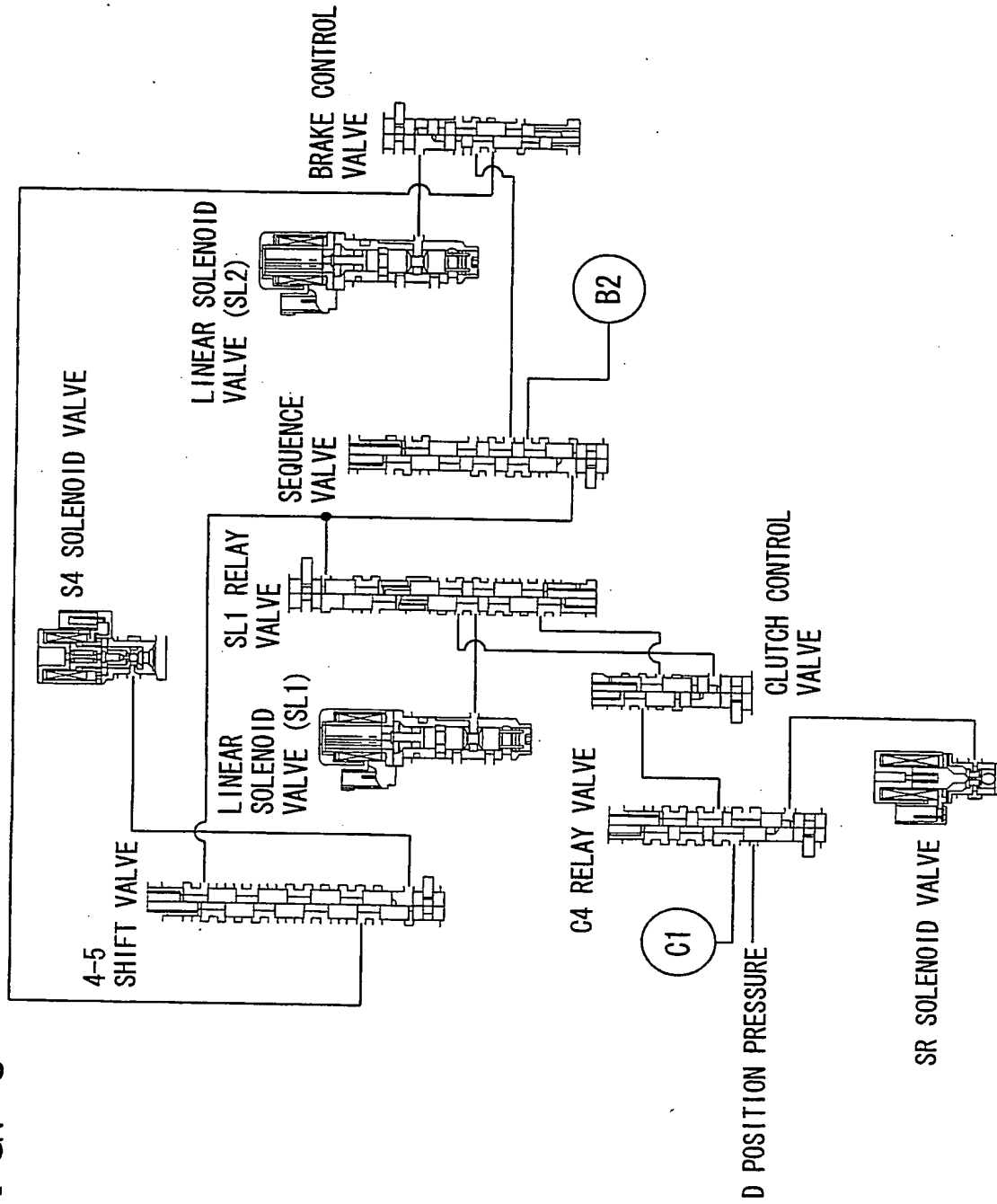


FIG. 4A

| | S1 | S2 | S3 | S4 | SR |
|---|----|----|----|----|----|
| N→D C1 DIRECT PRESSURE B2 DIRECT PRESSURE | × | ○ | ○ | ○ | × |
| N→D C1 LINE PRESSURE B2 DIRECT PRESSURE | × | ○ | ○ | ○ | ○ |
| D (1st) C1 LINE PRESSURE B2 DRAIN | × | ○ | ○ | × | ○ |

FIG. 4B

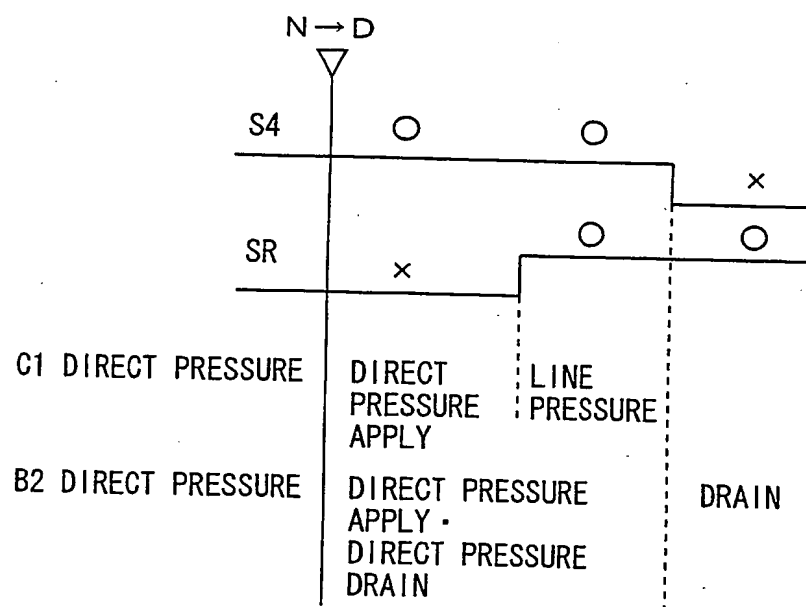


FIG. 5

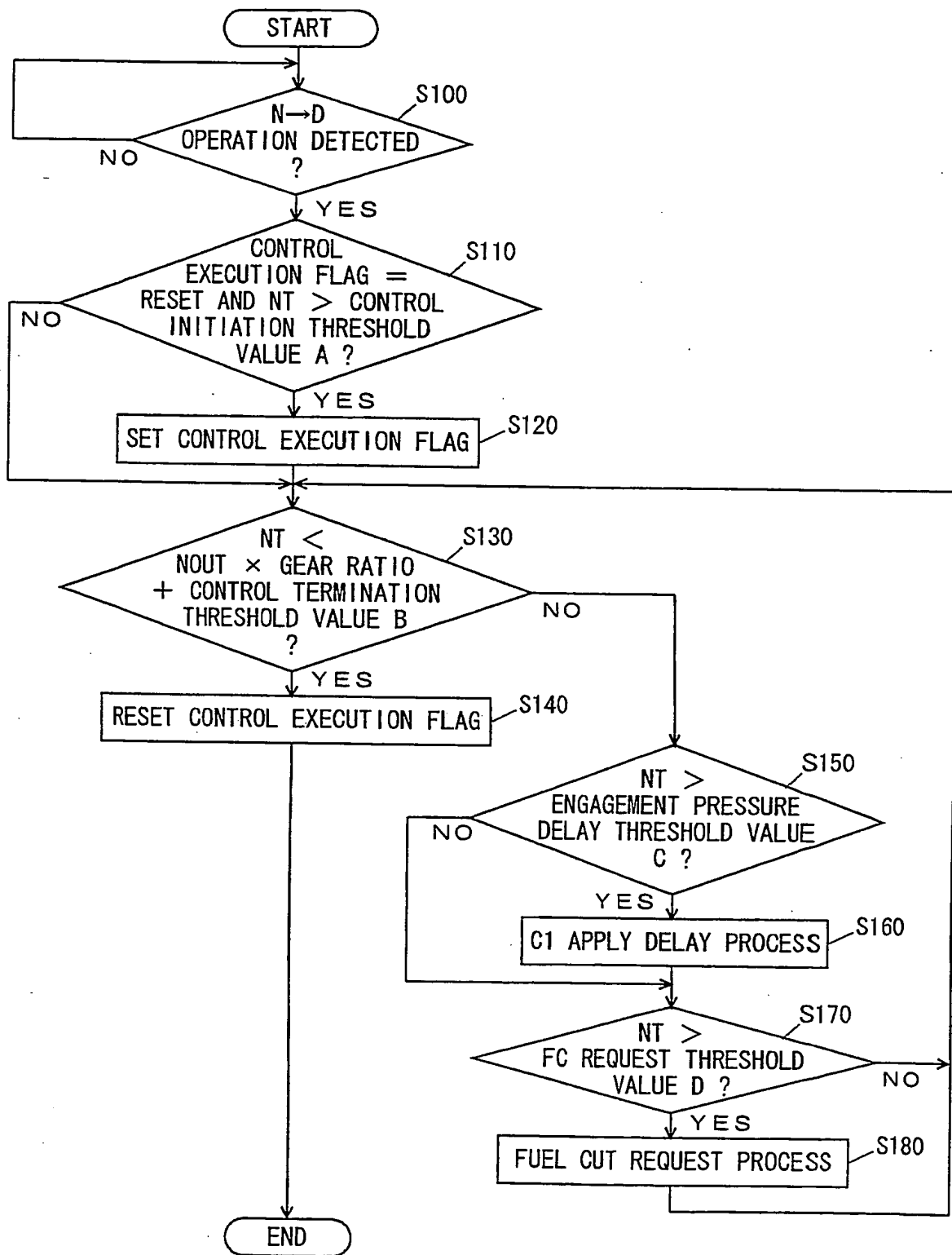


FIG. 6

